

The A. F. of L. Weekly News Service gives a brief summary of important matters affecting labor, covering the industrial, political, judicial and social, and such other information that will benefit the trade union movement.

WHOLE NO. 1020.

WILLIAM GREEN, President

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WASHINGTON, D. C., SATURDAY, OCTOBER 25, 1930

BOSTON LABOR MEET MADE NEW RECORD

The Boston A. F. of L. convention was the most important peace-time gathering of trade unionists ever held.

Highly important actions were taken, but these were less significant than the intelligently aggressive, confident spirit behind the declarations.

This spirit can be interpreted by one word: "Forward!"

Unemployment was the leading issue and around this discussion revolved the questions of low wages, long hours, automatic machinery and scientific processes.

Delegates repeatedly expressed impatience with talkative public officials and inert industrialists who were charged with responsibility for present conditions and who advocate a hush-hush policy.

The chief executives of the nation and executives of other political units were called upon to appoint committees to encourage public, quasi-public and private em-

ployment and to focus the country's attention on general distress and unemployment.

The significance of this resolution can not be appreciated without knowing the spirit that spurred these workers to angry protest against widespread enforced idleness and hunger in a land of plenty.

A five-hour day resolution, approved by the Metal Trades Department convention, was referred to the A. F. of L. Executive Council for "their immediate and thorough consideration."

The significance of this action lies in the committee's exhaustive review of industrial mechanization and increased output that has revolutionized old orders.

During the five-year period ending 1927, said the committee, mechanization has eliminated more than 2,000,000 wage earners from industry, transportation and agriculture, although output has broken all records.

"Shorter hours can not be expected to cure unemployment."

There was no attempt to minimize the havoc wrought by the automatic machine, and there was a marked absence of sentimental speeches or expressions of hope that "things will work out."

There was nothing that savored of helplessness or despair. The convention was animated by a knowledge of the power of united, intelligent, disciplined workers.

This thought was the keynote of the convention in all walks of life who addressed the convention and who advised workers to awaken to their power.

A clear range view of that convention will prove it was an epochal gathering of labor.

HOME MARKETS IS PROSPERITY KEY

Henry Ford is quoted as saying to the English people: "Within two years not a single piece or part of Ford products will be brought into England from the United States."

Ford's profits in England, of course, will be used to extend plant in that country. Ford contemplates that the market will be eliminated and the same mass production system, with low wages and nearness to markets, will place him at an advantage over American competitors for European business.

Export countries are invading Great Britain and Europe and it is fair to assume that American exports will be substantially reduced.

The remedy for this condition, that brings idleness to workers and capital, is to develop a home market. This is possible if the nation's buying power is increased.

Bankers, business and professional men may reject this theory, but the logic of events will force them to accept a viewpoint that is shared by organized labor 25 years ago.

RAILROADS OPPOSE PREVAILING WAGES

Albany, Oct. 25.—Railroads operating in this State have carried to the New York Supreme Court their fight against application of the eight-hour day and the prevailing rate of wages to grade crossing elimination work.

The State and the railroads are joint parties to the removal of grade crossings, which will cost \$300,000,000. The railroads are opposed to the eight-hour day and the prevailing rate of wages, but the railroads demand "freedom of contract."

This means that the work done under the low wage system, and would destroy the eight-hour day. Attorney General Hamilton is opposing the railroads' position, including the State Federation of Labor, that is upholding living standards.

The railroads are the Long Island, New York Central, Erie, Delaware & Hudson, Lackawanna, Lehigh Valley, New Haven and Staten Island Rapid Transit Company.

FEDERAL DROUGHT AID WON'T RESCUE FARMERS

Washington, Oct. 25.—Federal aid to drought-stricken farmers in Virginia is inadequate, said Governor Byrd in a letter to the Federal government.

The Federal government permits the drought-stricken farmers to borrow money. The Governor says this "must be done by the Federal government, rather than by the State." Freight rates on wheat are also inadequate because few farmers have access to the market.

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CLINT HOUSTON DEAD

Boston, Oct. 25.—Clint C. Houston, associated with Labor, weekly newspaper owned by the standard railroad labor organizations, suddenly died of a heart attack.

He was confined to his room a few days and his friends believed he was recovering. He was the editor of the A. F. of L. convention for his paper.

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NAVY YARD PAY CUTS PROTESTED BY LABOR

Boston, Oct. 25.—Secretary of the Navy Adams' wage cuts in navy yards was protested by the A. F. of L. convention.

The secretary recently declared that navy yard workers would stand, but when the President called for economy in all departments, the secretary ordered navy yard commanders to "balance the force."

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AFL TOOK STRONG GROUND ON MANY IMPORTANT ISSUES

Boston, Oct. 25.—Action on the most important issues and discussion of this problem featured the fifth day of the A. F. of L. convention. The five-day week was endorsed and affiliates were encouraged to extend this movement.

Plans for immediate relief of unemployed workers were approved. The President was asked to appoint a committee to assist private business and industry in the employment of unemployed workers.

The Executive Council was instructed to proceed to Washington immediately after adjournment of the convention and submit the plan to the Chief Executive. The Executive Council was also instructed to call upon to submit a similar plan to the President.

A similar request was made to city central bodies to call on mayors or other municipal or town officials. The so-called Norris anti-injunction bill was endorsed.

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The desire of power in excess caused the rails to fall—Bacon.

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